NEW PUBLICATIONS.

LETTERS AND MEMORIALS OF JANE WELSH CAR-LYLE. Prepared for publication by Thomas Car-LYLE. Edited by James Anthony Froude. Two volumes. Svo. Charles Scribner's Sons.

The publication of these volumes has been followed in London by so violent an attack in the leading journal upon Carlyle's character as man and husband that the pages will be scanned by Americans with eager interest. A cursory examination convinces us that that attack was needlessly bitter and essentially unjust. These new volumes do not reveal any traits of character which the previous volumes of "Reminiscences" and the "History of the First Forty Years" not lay bare. They will merely tend to confirm the impression that, apart from his sturdy independence, his intellectual vigor, his caustic humor, his quaintness, simplicity, tenderness and genuineness, there was much that was unlovely, intolerant and seifish in that richly endowed nature. That Mrs. Carlyle sometimes felt the icy edge of that selfishness is evident from these volumes of correspondence. But while it is plain that he did not appreciate her devotion to him and her unselfishness at their full worth, there is still reason to believe that he loved and honored her as he loved and honored no other human being. The annotations which he has appended to her letters prove this; his letters show it; and the glowing tribute over her grave to her intellectual endowments and womanly graces of character is a memorial which cannot be misunderstood. Mrs. Carlyle's letters, compiled in these volumes,

will have a fascinating interest for readers of all grades of intelligence. They were collected by Carlyle himself, and annotated throughout, and the responsibility of deciding whether or not they should be published was left with Mr. Froude. It is our own impression that he has made a wise decision, and that he has executed his trust with becoming dignity and sincerity of purpose. His treatment of the Ashburton episode, which has excited from the London reviewer consorious criticism, seems to us just and discriminating. Mrs. Carlyle's ambition as evinced in this budget of correspondence was to be the companion and helpmate of a man of anique genius. Her devotion to him was absolute; the brightness of her mind, the loyalty of her faith in him, and her womanly patience and tenderness illumined his life. She was disappointed, it may be, that genius so unique and commanding could not be more human and helpful. But that was his nature.

"The French Revolution" was finished in January, 1837, Carlyle writing the last paragraph in the presence of his wife and tossing the clesing pages to her with a "Thank Gol, it is done, Jeannie!" He described it at the time as a book that came "direct and flowingly sincere from the heart of a living man;" but when he came to look over his wife's letters in later years he might well have added: "My poor little Jeannie and me, hasn't it nearly killed us both?" If his health had suffered from the frenzy of labor which that work involved, hers was also sorely impaired, as he himself admitted, by daily helping him "to struggle with the intolerable load," and to fight the wolf from the door. A passage from a letter to her faith-

tations of Jeremiah (not without reason). I am not prejudiced either way, but content myself with sincerely wishing it were nenter. One great comfort, however, under all adlictions, is that "The French Revolution" is happily concluded; at least, it will be a comfort when one is delivered from the taggery of printers' devils, that at present drive one from post to pillar. Quelle vie! let no woman who values reace of sonlever dream of marrying an author! That is to say, if he is an honest one, who makes a conscience of doing the thing he pretends to do.

This, however, is not a confession which she dared to make openly, for as she grimly assured her friend, she might thereby happen to get herself torn in pieces by the host of her husband's lady admirers, who already, she suspected, thought her too happy in not knowing her happiness.

ers, who already, she suspected, thought her too happy in not knowing her happiness.

You cannot fancy what way he is making with the fair intellects here! There is Harriet Martineau presents him with her car-trumpet with a pretty blushing air of coquetry, which would almost convince he out of belief in her identity! And Mrs. Pierce Butler holts in upon his studies, out of the atmosphere as it were, in riding-habit, cap and whip that no shadow of a horse, only a carriage, the waip I suppose being to whip the cushions with, for the purpose of keeping her hand in practice)—my hicknessed Scotch domestic remaining entirely in a nonplus whether she bad let in "a leddy or a gentleman"! And thea there is a young American throughout, not as to clothes merely, but complexion also; large and soft, and wishout one idea, you would say, to rub upon another! And this charming creature publicly declares herself his "ardent admirer," and I heard her with my own ears call out quite passionately at parting with him, "Oh, Mr. Carlyle, I want to see you to talk a long time about. Sartor." "A Sartor," of all things in this world! What could such a young lady have got to say about "Sartor," can you imagine I And Mrs. Marsh, the moving authoress of the "Old Man's Taics," reads "Sartor," when she is ill in bed; from which one thing at least may be clearly inferred, that her illness is not of the head. In short, my quear friend, the singular nathor of "Sartor" appears to me at this moment to be in a perilous position, inasmuch as (with the innocence of a sucking dove to outward appearance) he is leading honorable women, not a few, entirely of their feet. And who can say that he will keep his own fafter all, in soler carnest, is it not entions that my husband's writings should be only completely understood and adequately appreciated by women and mad people! I do not know very well what to liner from the fact.

In the autumn of 1838 Carlyle had a vacation of fauror five weeks in Scotland, receiving from his

In the autumn of 1838 Cariyle had a vacation of four or five weeks in Scotland, receiving from his wife at Chelsea the welcome news of a financial renittance from America:

mittance from America:

I have to tell you one very wonderful thing indeed, which brought a sort of tears into my eyes. The first money from F. R. (French Revolution) is come to hand, in the shape of a bill of exchange for lifty pounds, inclosed in a short business letter from Emerson. He says: "An account has been rendered to me, which, though its present balance is in out favor, is less than I expected; yet, as far as I understand, it suggested will will all that has been promised. At least, the balance in our favor, when the edition is soid, which the booksellers assure me will undoubtedly be done within a year from the publication. must be 760 dollars, and what more lifeaven and the subscribers may grant." You are to know, dear, fifty pounds is exactly \$224 22, the rate of exchange being 9 per cent. He says nothing more, except that he will send a duplicate of the bill by text packet; and that "the Miscellanies is published in two volumes, a copy of which soils." So you see, dear, here is Fortune actually sold." So you see, dear, here is Fortune actually amiling an year over the seas, with her lap full of dollars. Fray you, near tyon be bashful; but smile as her in return.

The following glimpses of Carlyle's literary moods and fretful and frascible disposition are af-torded by passages taken at random from his wife's letters written during 1840:

letters written during 1840:

We have been in really a rather deplorable plight here for a good while back, ever since a certain trial about a patient, so strangely are thinks linked together in this remarkable world! My poor man of genius had to sit on a jury two days, it the ruin of his whole being, physical, moral, and intellectual. And ever since, he has been reacting against the administration of British justice, to a degree that has finally mounted into influenza. While I, povering, have been reacting against his reaction, still that malady called by the cockneys "mental"

worry" fairly took me by the throat, and threv me on my bed for a good many days.

"Carlyle is reading voraciously, great folios, preparatory to writing a new book. For the rest, he
growls away much in the old style; but one gets
to reel a certain indifference to his growling; if one
did not, it would be the "worse for one. I shink he
committed a great error in sending away his horse;
it-distinctly did him good, and would have done
him much more good if he could have "damned
the expense." Even in an economical point of
view, he would have gained more in the long run
by increased ability to work than he spent in
making himself healthier; but a wilful man will
have his way.

For my bushand, he is as usual; never healthy.

For my husband, he is as usual; never healthy, never absolutely ill; protesting against "things in general" with the old emphasis; with an increased vehemence just at present, being in the agonies of getting under way with another book. He has had it in his head for a good while to write a "Life of Cromwell," and has been sitting for months back in a mess of great dinay folios, the very look of which is like to give me locked-jus.

The most painful impression of Cariyle's character which the writings of his wife leave upon the reader's mind is produced by the extracts from her journal. Among his most appreciative acquaint-ances in the great world to which his genius introduced him was Lady Harriet Baring, afterward Lady Ashburton. She is described by Mr. Froude as a gifted and brilliant woman, who cared nothing for the frivolous occupations of fashion, and fore of the painful vicissitules of an authors help sought out and surrounded herself with distinguished persons in politics and literature. Carlyle was ardently welcomed by her, and he frequented her house, finding there congenial acquaintances. Mrs. Carlyle was one of the most sensible of wives, but she was a woman, and not only intensely proud, but sensitive to neglect and not wholly above jealousy. Mr. Froude's remarks on this melancholy pisode in the domestic life of the Carlyles seem indicions:

jealousy. Mr. Fronde's remarks on this melanelioly episode in the domestic life of the Carlyles seem judicious:

She was intensely proud of her husband, and wisbed to be the first with him. She had married him against the advice of her friends, to be the companion of a person whom she, and she alone, at that time, beheved to be destined for something extraordinary. She had worked for him like a servant, she had borne poverty and suffering. She had put no with his humors, which were often extremely trying. As long as she felt that he was really attached to her, she had taken the harder parts of her lot lightly and jestingly, and by her incessant watchfulness had inde it possible for him to accomplish his work. And now his fame was established, He had risen beyond her highest expectations; she saw him feared, admired, reverenced, the acknowledged sovereign, at least m many eyes, of English literature; and found, or thought she found, that, as he had risen she had become what in an early letter she had said she divaded that she might be, a "mere accident of his lot." When he was absorbed in his work he saw but little of him. The work was a sufficient explanation as long as others were no better of than she was. But when she found that he had leisure for Bath House, though none for ner, she became jealous and trable. She was berself of course invited there; but the wives of men of genius, like the wives of bishops, do not take the social rank of their husbands. Women understand how to make one another uccomfortable in little ways invisible to others, and Mrs. Carlyle soon perceived that she was admitted into those high regions for her husbands. Women understand how to make one another uccomfortable in little ways invisible to others, and Mrs. Carlyle soo, was to blame. He ought to have managed his friend-ships better. He ought to have mornaged his friend-ships better. He ought to have preferred to see Carlyle for, was to blame. He ought to have managed his friend-ships better. He ought on the work was mirred and ot with the intolerable load, arm a letter to her failly from the door. A passage from a letter to her failly friend and "man of sense," John Sterling, reveals her state of body and mund at this period:

The fact is, since i became so ack and disputed in the contradiction. When his will was consequently of the contradiction. When his will was crossed or restated, in displacements for Warren's Racking even-rather than a letter? A letter behaves so to displacements for Warren's Racking even-rather than a letter? A letter behaves so to displacements for Warren's Racking even-rather than a letter? A letter behaves so to displacements for Warren's Racking even-rather than a letter? A letter behaves a letter with the letter in the same trait feature in the same ratification in dwelling upon one's cwm an and massey, as in the contradiction of this post of the "Inglish within the period in the latter of the contradiction of the "Inglish within pales", "who told me once he would begin Greek presently: but his fatter wished him to learn it through the median of Latin, and he was no externed in Latin, and he was not externed in La

fact of things, as I now see Revery, and what good is to result from writing of it in a paper book is more than I can tell. But I have taken a notion to, and perhaps I shall blacken more paper this time, when I begin quite promise rously without any moral end fit yiew; but just as the Scotch professor drank whiskey, because I like it, and because it's cheap.

**Ociober 22.—I was cut short in my introduction last night by Mr. C.'s return from Bath House. I had because I like it, and because I like it, and because it's cheap.

**That eternal Bath House. I wonder how many thousand miles Mr. C. has walked between there and here, putting it all together; setting up always another milestone and another betwirt himself and me. Oh, good gracious! when I first noticed that heavy yellow house without knowing, or caring to know, who it belonged to, how far I was from dreaming that through years and years I should carry every stone's weight of it on my heart. About feelings already! Well, I will not proceed, though the thoughts I had in my bed about all that were tragread enough to till a page of thrilling interest for myself, and though, as George Sand has shrewdly remarked, "raen he soulage contain all rhétorique."

Nocuber 5.—Alone this evening. Lady A. in rhétorique."

November 5.—Alone this evening. Lady A. in town again; and Mr. C. of course at Bath House.

When I think of what I is And what I used to was. I gin to think I've sold raggelf For very little cas.

It is not always, however, that unjust treatment, It is not always, no very harsiness and disdain in her husband drives a woman jasqu'an desardre, but it drives her to something, and something not to his advantage, any more than to hers. To-day has been like other days outwardly. I have done this and that, and people have come and gone, but all as in a bad

wam. May 29 - Mr. B. says nine-tenths of the misery of May 20.—Mr. B. says nine-tenths of the misery of human info proceeds according to his observation from the institution of marriage. He should say from the demoralization, the desceration of the in-stitution of marriage, and then I should cordially agree with him.

There are similar outbreaks of scornful resent-

ment in Mrs. Carlyle's letters to her husband. For example, she writes from Scotsbrig:

example, she writes from Scotsbrig:

Lady Ashburton is very kind to offer to take me back. Pray make her my thanks for the offer. But though a very little herring, I have a born liking to "hang by my own head." And when it is a question simply of paying my ewn way, or having it paid for me, I order "lashing down" my four or five sovereigns on the table all at once! If there were any companionship in the matter it would be different, and if you go back with the Ashburtons it would be different, as then I should be going merely as part of your luggage, without self-responsibility. Settle it as you like, it will be all one to me; meeting you at scotsbrie, or in Edinburgh, or going home by myself from Thornbuil.

Carlyle's own account of Lady Ashburton is given

Carlyle's own account of Lady Ashburton is given

Carlyle's own account of Lady Ashburton is given in a few brief lines:

Monday, May 4, 1857.—At Paris, on her way home from Niee, Lady Ashburton suddenly died; suddenly to the doctors and those who believed them; in which number, fondly hoping against hope, was L. A sid and greatly interesting event to me and to many! The most queen-like woman I had ever known or seen. The honor of her constant regard had for ten years back been among my proudest and most valued possessions—lost now; gene—for ever gone!

As an offset to these melancholy evidences of estrangement and misunderstanding there are hundreds of passages from Mrs. Carlyle's correspondence with her husband betokening the most affectionate and tender solicitude and the crosest sympathy with all that was dear to him in his life, study and work. Among these may be cited one from a letter written to him after the death of his nother:

mother:

CHELSEA, Tuesday, Dec. 27, 1853.—Oh, my dearl never does one feel oneself so utterly helpless as in trying to speak comfort for great bereavement. I will not try it. Time is the only comforter for the loss of a mother. One does not believe in time while the grief is quite new. One feels as if it could never, never be less. And yet all griefs, when there is no bitterness in them, are soothed down by time. And your grief for your mother must be altogether sweet and soft. You must feel that you have always been a good son to her; that you have always appreciated her as also deserved, and that she knew this, and loved you to the last moment. How thankful you may be that you went when you did, in time to have the assurance of her love surviving all bodily weakness, made

doubly sure to you by her last look and words. Oh what I would have given for last words, to keep in my innermost heart all the rest of my life; but the words that awaited me were, "Your mother is dead!" And I deserved it should so end. I was not the dutiful child to my mother that you have been to yours. Strange that I should have passed that Sunday in such after seclusion here as if in sympathy with what was going on there.

Here is another showing her, sympathetic appre-

Here is another showing her, sympathetic appreciation of her husband's literary achievements:

ciation of her husband's literary achievements;

Craigenville, Edinburgh, Monday, Aug. 24, 1857.—Oh, my dear! What a magnificent book this is going to be! The best of all your books. I say so, who never flatte, asyon are too well aware; and who am "the only it non I know that is always in the right!" So far as it is here before me, I find it forcible and vivid, and spackling as "The French Revolution," with the geniality and composure and finish of "Cromwell"—a wonderful combination of merits! And how you have contrived to fit together all those different sorts of circures, belonging to different sorts of times, as compactly and smoothly as a bit of the finest mosaic! Really one may say, of these two first books at least, what Helen said of the letters of her sister who died—you remember!—"So splendidly put together one would have thought that hand couldn't have written them!"

What Carlyle termed the "unntterable Freder-

What Carlyle termed the "unniterable Freder ick" was as great a strain upon his patient wife's nerves as the earlier "French Revolution." The following passage, written in October, 1860, shows that

fore of the painful vicissitules of an autho'rs helpmeet was borne out by her mature experience:

Mr. C. doesn't seem to have benefited from his long sojourn by the seaside so much as I had hoped, and at Jrst thought. He still goes ou waking up several times in the night—when he bolts up, and smokes, and sometimes takes a cold bath!

And all that is very dismal for him, to whom waking betwist lying down and getting up is a novelty. For me, my own wakings up some twenty or thirty times every night of my life, for years and years back, are nothing compared with hearing him jump out of bed overhead, once or sometimes twice during a night. Before he wentto Thurse, that sound overhead used to set my heart athumping to such a degree that I couldn't get another wink of sicep—and I was on the brink of a nervous fever when he left. Now that my nerves have had a rest, and that I am more "used to it," I get to sicep again when I hear all quiet, but God knows how long I may be up to that! And when he has broken sleep, and I no sleep at all, it is said work here, I assure you.

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3.30 p. m. Albany and Troy special. Saturdaysonly.

4 p. m. Accommodation to Albany and Troy.

6 p. m., St. Louis Express, with sheeping cars for St. Louis running through every day in the week; also Niagara Patis, running through care of the control o

teni.

B p. m., Pacific Express, daily, with sleeping cars for Rochester, Enfialo, Cleveland, Toledo, Detroit, Chicago and Rochester, Binzao, trevesao, Lowville.

11 p. m., Night Express, with sleeping-cars to Albany and Troy. Connects with morning trains for the West and North. Tickets on sale at No. 5 Bowling-Green. 252 and 415 Broadway, and at Westcotri's Express Offices, 3 Park place and 785 and 182 Broadway, New-York, and SSS Washington-st., Broadway.

J. M. TOUCEY, Gen. Sup't.

Gen. Passenger Agent.

NORWICH LINE
To Boston, Worcester, Nashua, Portland and the East.
The new Iron Steamer
CITY OF WORCESTER,
Without exception the most elegant bost on the Sound, and
the favorite
CITY OF NEW YORK
Under the Sound of RONDOUT AND KINGSTON LINE.—
Steamer James W. Raldwin loaves every Momings, Wednesday and Friday at a o'clock from foot itarriaon-st, making usuan landings and connecting with Uister & Delaware and Stony Clove R. R.

CITA PINIS STARIN'S CITY RIVER AND HARBOR TRANSPORTATION

COMPANY
Office, Pier 18, N. R., foot of Corthandt-st,
Consignments of freight forwarded as directed to
of the world.

UNEQUALLED FACILITIES FOR DISPATCH. Orders received for delivery of all kinds of freight and mer-chandise to any part of the city.

BEA AND HARBOR TOWING AND RIVER AND HAR-BOR LIGHTERAGE.

Freight of every description promptly lightered to my point in the harbor at reasonable rates. STEAMBOATS, BARGES AND GROVES TO CHAR-TER FOR EXCURSIONS.

Steamers John H. Starin and Erastus Corning for NEW.
HAVEN, leave Pier 18, N. H., at 9 n. m. daily. [Saturdays excepted.]
METROPOLIS EXPRESS CO., between New-York and

New-Haven. Care and dispatch guaranteed.

Freight for points on D., L. & W. R. R. received at Pier I I. For New-Haven and points East at Pier 18.
NORTH SHORE, STATEN ISLAND.-Eleven Miles: 16 Ten Cents, via Steamers from Iron Pier 1, E R., foot of

Machine and Botier Shops, everything apportaining sotis TROY BOATS-CITIZENS' LINE.—New steamers SARATOGA and CITY OF TROY leave Pier No. 44 N. R., foot of Christopher st. cally except Sunday at 6 p. m., connecting with morning trains for all points North. Sunday steamer touches at Albany. Steamboats and Railroads.

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST.

Via Philadelpita, Baltimore and Washington.

Trains leave from Peansylvania RR. Depoit

19. m., except Sunday, for Washington and all points West.

7 p. m., DAILY FAST EXPRESS, through sleeping coaches to Culcago, Clineinnatt, St. Louis. Connects for all points West.

12 MIDNIGHT, Dally for Washington and all points West.

For Time Tables. Tickets, Sleeping Burths and Bazzage, apply at Company's office, 315 and 21 Broadway, 358 Faisonst, Brooklyn. CENTRAL RAILROAD OF NEW-JERSEY.

CENTRAL RAILROAD OF NEW-JERSEY.

CENTRAL RAILROAD OF NEW-JERSEY.

Commencing January 29, 1833. Leave New-York
6:45-a. m.—For Flomington, Easton, Wind Gap, Manch
Chank, Tamanoad Tamaqua, Hazieton, Drifton, Scranton,
Upper Lehigh, &c.
9-a. m.—For Flomington, High Bridge Branch, Schooley's
Mountain, Budd's Lake, Lake Hopatcong, Easton, Allentown,
Reading, Harrisburg, Manch Chank, Williamsport, Tamaqua, Nanticske, Upper Lehke, Scranton, Agending, Harnasburg, Mauch Chank, Lake Hopatcong, Easton, Allentown,
Reading, Harrisburg, Manch Chank, Williamsport, Tamaqua, Nanticske, Upper Lehke, Seranton, Ac.
1-p. m.—For Flomington, Easton, Allentown, Reading, Harnasburg, Mauch Chank, Lake Hopatcong, Easton, M.
3-4-p, m.—For Flomington, High Bridge Branch, Schooley's
Monntain, Budd's Lake, Lake Hopatcong, Easton, &c.
4-30-p. m.—For Easton, Allentown, Reading, Harrisburg,
Manch Chank, Wikesbarre, &c.
Sanday transiteare at \$4.5-a. m., 12 m., for Bound Brook
and intermediate saxious at \$5.50 p. m. for Easton, Allentown,
Harrisburg and the Wost.
For Newark at \$5.45, f. 11-15-a. m., 12 m., 12-15, 115, 2,
2.50, 3, 28.00, 4, 4.50, 5, 15, 5, 15, 5, 25, 5, 11-45 a. m., 4 9 s. m.
For Freehold at \$5.51, 11-45 a. m., 14 9 s. m.
For Freehold at \$5.51, 11-45 a. m., 14 5, 4, 445, 6 p. m.
For Freehold at \$5.51, 11-45 a. m., 14 5, 4, 445, 6 p. m.
For Freehold at \$5.51, 11-45 a. m., 14 5, 4, 445, 6 p. m.
For Freehold at \$5.51, 11-45 a. m., 14 5, 4, 445, 6 p. m.
For Freehold at \$5.51, 11-45 a. m., 14 5, 4, 445, 6 p. m.
For Freehold at \$5.51, 11-45 a. m., 14 5, 4, 445, 6 p. m.
For Freehold at \$5.51, 11-45 a. m., 14 5, 4, 445, 6 p. m.
For Everypri at \$5.51, 11-45 a. m., 14 5, 4, 445, 6 p. m.
For Everypri at \$5.52, 5-145, 6, 10, 11-45, 10, 11-45, 11-4

For Keyport at 5, 8:15, 11:45 a. m., 1:45, 4, 4:45, 6:9, m.

NEW-JERSEY SOUTHERN RAILWAY.

STEAMER LEAVES PIER 5, N. B.,

FOOT RECTORSE;

For Highlands, Scabright, Monmouth Beach and Long Branch 4: p. m.

v. 9 n. m. for Red Bank, Lone Branch, Ocean Grove, Asbury Park, a 13frt, Point Pleasant, &c., via C. R. R. of N. J., 5, 845 a. 145, 4, 9 p. m., via Pean, R. R., 9 a. m., 12 m., 3:30, 5 p. m. ndaya (not stopping at Ocean Grove or Asbury Park), 9 n. H.,
For Latewood, Toma River, Barnegat, &c., via C. R. R. of
N. J., 8:15 a. m., 1:45 p. m.
For Freehold, via C. R. R. of N. J., 5, 8:15, 11:45 a. m., 4:45
p. m. For Keyport, 5, 8:15, 11:45 a. m., 1:45, 4, 4:45, 6 p. m.
For Atlantic City, Vincland, Bridgeton, &c., 1:45 p. m.
F. P. BALDWIN, J. R. WOOD, J. P. RANDOLPH,
G. P. A. C. R. R. of N. J. G. P. A., P. R. R.
Supt. IN P. A. C. R. R. of N. J. G. P. A. P. R. R. Supt.

IN P. RAILWAY, now known as the NEW-YORK, LAKE ERIE AND WESTERN RAILROAD.

ATTAINSTITUTE of trains from Chambers street Depot.

Fa. m.—Cundinatal and Chicago Day Express. Drawing.

10 im Conches to Finfano and Suspension Eridge.

F. m. Chally—Fast & Louis Express, arriving at Buffalo at 8 a. m., connecting with tast trains to the West and Southerest. Pullman's best Drawing-room Sleeping Coaches to Englado.

7 p. m. (Dally)—Pacific Express, for the West. week. Pullman's best Drawing-room Sicoping Coucass to Buffalo.

7 p. m. (Dully)—Pacific Express for the Week. Sicoping Couches through to Buffalo. Niagara Falls, Cincinnati and Chicago without change. Hotel coaches through to Chicago. 745 p. m.—Emgrent train for the West.

Ruther ord and Passent. 6, 723, 733, 949, 23, 10, 29 a. m., 12, 10000, 1435, 3, 350, 440, 540, 530, 640, 653, 8, 10, 30 p. m., 12 midnight. Sundays, 6, 839, 10, 20 a. m., 143, 630 p. m., 12 midnight. Sundays, 6, 839, 10, 20 a. m., 12 noon, 145, 3, 350, 440, 540, 630, 725, 8, 10, 30 p. m. and 12 midnight, Sundays, 6, 830, 10, 20 a. m., 145, 630, 12 midnight, Sundays, 6, 830, 10, 20 a. m., 145, 630, 12 midnight, Sundays, 6, 830, 10, 20 a. m., 145, 630, 12 midnight, Sundays, 6, 830, 10, 20 a. m., 145, 630, 12 midnight.

minimint. Sundays, 0, 6500, 4050 g. m., 5840, 11:30 a.m., Newark and Paterson via Newark. 645, 840, 11:30 a.m., 2:10, 4:20, 5:20, 6:10, 7:30 p. m., and 12 minimals Saturday nights only. Sundays, 9:15 a.m., 2:10, 6:30 p. m. sundern, 0, 7:30, 10:20 a.m., 1:45, 3:50, 5, 6:10, 7:15 p. m., sund 12 minimals. Sundays, 6, 8:30, 10:20 a.m., 1:46, 6:30 p. m. and 12 minimals. Sundays, 6, 8:30, 10:20 a.m., 1:46, 6:30 p. m. and 12 minimals.

Newtoning and Cornwall, 7:30, 9 a.m., 3:30, 4:30 p. m. Sundays, 3:30 a.m. day, 8.30 a. m.
Rondout and Kingston, 9 a. m., 3.30 p. m. Sunday, 8.30 a. m.
Goshen, 6, 7.20, 9, 10.12 a. m., 3.39, 3.50, 4.30, 7, 7.15 p. m.
Sunday, 6.830, 10.20 a. m., 6.30, 7 p. m.
Muddetown, 6, 7.00, 9, 10.22 a. m., 6.30, 4.30, 7, 7.15 p. m.
Sunday, 6.830, 6.20 p. m., 6.30, 7 p. m. The 9 a. m. and 4.30
p. m. trainer, 7.50, 9, 10.20 a. m., 4.30, 6, 7 7.15 p. m.
Law 10.20 a. m., 6.30 a. m. 4.30 b. m. The 9 a. m. and 4.30
p. m. trainer, 7.50, 9, 10.20 a. m., 4.30, 6, 7 7.15 p. m.
Law 10.10 a. m. to 9.45 p. m. and 37 p. m.
The state for passage and for apart meants in Drawing-room and
Tickets for passage and for apart meants in Drawing-room and
Steeping coaches can be obtained and orders for the electing
and transfer of baggage may be left at the Company's Offices,
Nos. 261, 401 or 957 Breatway, 187 West-st, N. Y., No. 2
Court.st, Brooklyn, or at the Company's Depots.
Emigrand Agency, No. 5 Battery-place.
Express trains from the West arrive in New-York at 7.25
fmt 11.20 a. m. and 10.10 p. m.
JNO, N. ABBOTT, Gent Pass'r Agent, New-York.

Trains leave for Engineering Office of the Mr. W. JERSE I.
Trains leave for Engineering Chotser, Piermont and Nyack
Sciol, 19 a. m., 1, 3, 4, 4 2 5 6;30, 6:49, 8:39 p. m., 12 midght, sundays, 9 a. m. and 5:45 p.
Named, Spring Valley and Monsey, 7, 10 a. m., 4:50 p. m.
indays, 9 a. m.
JNO, N. ABBOTT, Gen'l Pass'r Agent, New-York. FALL RIVER LINE for BOSTON and the
EAST—PARES REDUCED \$3 to Roston, Lowell and
Fitchburrs; \$2 to Newhort and Fall River; \$2 75 to New
Bedford, corresponding reconctions to other points. Steamers
and the Land NewPort heave New York on after
had days, Sunlays excepted, from Pior 28, North River, foot
of Murray-st. 5 p. m. Connecting by Annex boat from
foot of Exchange, place at 4 p. m.
BORDEN & LOVELL, Agenta.

EVAL POSTON.

LOND BOSTON.

FOR BOSTON.

THE LATEST EVENING TRAIN. With Poliman Sleepers, leaves Grand Central Depot at 11:35 Get Hekets via

NEW-YORK AND NEW-ENGLAND RAILROAD. FOR BRIDGEPORT and all points on HOU-satonic and NAUGATUCK RAILROADS-Steamors leave Catherine slip at 11:30 a.m., 3:00 p.m., 2:dest, East River, slip p.m. Fare lower than by any ather route. FOR NEW-HAVEN.—Steamers leave Peck sheat 3 p. m. and 11 p. m. (Sundays excepted), 11 p. m. steamer arrives in time for early trains North and East.

DENNSYLVANIA RAILROAD.

PENNSTLL ASSET OF MARCH 6, 1983, GREAT TRUNK LANK
GREAT TRUNK LANK
AND UNITED STATES MAIL ROUTE,
rains leave New-York via Desbrosses and Courtlandt
Streets Ferries as follows
arrisburg Pilitsburg, the West and South, with Pullman
Palace Cars attached, 8 a.m., 6 and 8 p. m. daily. New-York
and Chicago Limited of Parior, Dinling, Smoking and Steepand Chicago Limited of Parior, Dinling, Carry, and Sriegal Palaco Curs attached, Na. m., 6 and 8 p. m. dath; New-York and Chicaco Limited of Parior, Dining. Smoking and Scepting Cars at 9 a. m. rever 4 ar.

Williamsport, Leaf Haven, Sa. m., 8 p. m., Corry and Eric at 10 p. m. to the Sp. m., Corry and Eric at 10 p. m. to the Sp. m., Corry and Eric at 10 p. m. to the Eric at 10 p. m. to 10 p. m. to the Eric at 10 p. m. to 1 at Jersey City, affording a speedy and Afrect transfer of Brooklyn travel.

Trains arrive—From Pittsburg, 6:20 and 11:20 a. m., 7:30 and 10:20 p. m. duly. From Washington and Baltimore, 6:30, 6:50 g. m., 8:50, 5:30, 9:35, 10:35 and 10:50 p. m. Sunday, 6:30, 6:50 a. m., 10:35 and 10:50 p. m. From Baltimore, 1:20 p. m., on Sunday, 9:35 p. m. From Philadelphia, 3:50, 6:20, 1:30, 6:30, 9:30, 8:40, 10:40; 11:40 a. m., 1:20, 2, 3:50, 5:30, 6:20, 7:30, 8:50, 9:35, 10:20, 10:35 and 10:50 p. m. Sunday, 9:56, 6:20, 6:30, 6:50, 11:40 a. m., 6:20, 7:30, 9:35, 10:20, 10:35 and 10:50 p. m.

TO PHILADELPHIA.

THE OLD-ESTABLISHED ROUTE AND SHORT LINE LUTRAINS EACH WAY WEEK DAYS AND 9 ON SUN-DAY, 3 STATIONS IN PHILADELPHIA, 2 IN NEW-YORK.

DOUBLE TRACK, THE MOST IMPROVED EQUIP.
MENT, AND THE FASTEST TIME CONSISTENT
WITH ABSOLUTE SAFETY

Express Trains leave New York, via Desbresses and Court andt st. Ferries, as follows \$15, 7:20, 8, 8:30, (9 and 10 Limited), 11 a, m., 1, 3:20, 3:40, 4, 5, 0, 7, 8 and 9 p. m., and 12 night, Sundaya, 5, 8, (9 Limited), and 10 a, m., 4, 6, 7, 8 and 9 p. m., and 12 (c) Limited), and 10 z, m., 4, 5, 7, 8 and 9 p, m., and 12 night.

Express Trains leave New-York daily, except Sunday, at 7:20 a, m. and 4 p, m., running through via Trenton and Camden.

Returning, trains leave Broad Street Stations Philadelphia, 12:91, 3:05, 3:29, 3:45, 6:50, 7:39, 8:20, 8:30 and 11 a, m., timited Express 1:30 p, m., 1, 3, 4, 5, 6:25 Limited), 6, 6:30, 7:45, 8 and 8:20 p, m. on Sunday 12:01, 3:05, 3:20, 3:45, 8:30 a, m., 4, 6:25 Limited), 6:30, 7:45, 8 and 8:20 p, m. Leave Philadelphia via Camden, 9 a, m. and 4:30 v, m., daily except Sunday. Leave Philadelphia via Camden, 9 a. m. and 4:30 b. m. dally except Sunday.

Ticket Offices, 455, 849 and 944 Broadway, I Astor House and foot of Destrosses and Contilant sts.; 4 Court-st, am Brooklyn Annex Station, foot of Fulton-st., Brooklyn; Nos-Brooklyn Annex Station, foot of Fulton-st., Brooklyn; Nos-114, 116 and 118 Hudson-st., Hoboken; Scation, Jersey City-Emigrant Ticket Office, No. 8 Battery Place and Castle Gas The New-York Transfer Company will call or and check
The New-York Transfer Company will call or and check
CHARLES E. Pulsa.
General Manager.

General Pass'r Agent

DOPULAR SHORE LINE.

FOR PROVIDENCE, BOSTON AND THE EAST, ALL RAIL FROM GRAND CENTRAL DEPOT.

Three Express trains daity (Sundays excepted) to Boston at Ea. m., 2 p. m. (parlor car attached), and 10 p. m. (with palace sleeping cars). Sundays at 10 p. m. (with palace sleeping cars).

STONINGTON LINE FOR BOSTON.
CONNECTING WITH ALL POINTS EAST.
Reduced fare, \$3 to Boston for first-class tickets, good only as specified on their face.
Elegant steamers leave duity (Sundays excepted), at 5 p. m., from Pier 33 North River, foot of Jay-sk., New-York, arriving in Boston at 6 a. m. Tickets for sale at all principal tacket offices. offices.
PROVIDENCE LINE, for freight only. Steamers leave from Pier 29 North River, foot of Warren-st. 4:30 p. m. daily (Sundays excepted), for Hoston via Providence direct.

Y. W. POPPLE. Acting General Passenger Agent,

Ocean Steamers.

A NCHOR LINE. U. S. Mail Steamships, Sail from New-York every Saturday for GLASGOW via LONDONDERRY.

Prom Pier 20, North River.

SIRCASSIA..April 7, 5a. m. | ANCHORIA. April 21, 3 p. m/
ETHIOPIA..April 14, noon. | BOLIVIA. April 28, 0 a. m.
Cabin passage, 550 to \$80. Second Cabin, \$40.

Steerage, Outward, \$28, Prepaid, \$21.

LIVERPOOL AND QUEENSTOWN SERVICE,
FURNESSIA SAIIS APRIL 21, May 26, June 30,
BELGRAVIA May 12, June 10, July 21,
Cabin passage, \$60 to \$125; according to accommodations.
Anchor Line Draft is saned at lowest rates are paid free of charge in England, Scotland and Ireland.
For passage, Cabin Plans, Book of Tours, &c., apply to
HENDERSON BEOTHERS, 7 Bowling Green.

CUNARD LINE.

NOTICE—"LANE ROUTE."

FROM NEW-YORK TO LIVERPOOL VIA QUZENSFROM NEW-YORK TO LIVERPOOL VIA QUZENSFROM PIER NO. 40 NORTH RIVER.

SERVIA Wednesday, April 4, 2 p. m.
SCYTHIA Wednesday, April 11, 230 a. m.
GALLIA Wednesday, April 12, 2 p. m.
BOTINIA Wednesday, April 13, 2 p. m.
BOTINIA Wednesday, April 14, 2 p. m.
BOTINIA Wednesday, April 15, 2 p. m.
BOTINIA Wednesday, April 15, 2 p. m.
BOTINIA Wednesday, April 18, 2 p. m.
BOTINIA Wednesday, April 14, 2 p. m.
BOTINIA Wednesd

GENERAL TRANSATLANTIC COMPANY.
Between New York and Havre. CENERAL TRANSATLANTIC COMPANY.

Company's pier (new'), No. 42 North litver, foot of Merton-st.

Traveliers by this line avoid both transis by Gardish rathway and the discondors of crossing the Channel in a small boat. Special train leaving the company's dock at Havre et for Paris on arrival of steamers. Baggage checked at New York through te Pacis.

Wednesday, April 4. 2 p. m., CANADA, Frangedi. Wednesday, April 18. 2 p. m., CANADA, Frangedi. Wednesday, April 18. 2 p. m., NORMANDIE (new). Servan. Wednesday, April 18. 2 p. m., NORMANDIE (new). Servan. Wednesday, May 23 Checks payable at sight, in amounts to sark, on tao Sangus For freight and plassare apply to LOUIS DE REMAN, Agent, No. 6 Bowling Green.

CERMAN AND U. S. MAIL STEAMERS.

GERMAN AND U. S. MAIL STEAMERS.

NORTH GERMAN LLOYD

STEAMSHIP LINE BETWEEN NEW-YORK,
SOUTHAMPTON AND BREMEN.
WERRA... Thurs, April 5 | MAIN, Wednesday, April 1L

HABSBURG... Sat. April 7 | DONAU, Saturday, April 1L

HABSBURG... Sat. April 7 | DONAU, Saturday, April 1L

HABSBURG... Sat. April 7 | DONAU, Saturday, April 1L

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HABSBURG... Sat. April 7 | DONAU, Saturday, April 1L

HABSBURG... Sat. April 7 | DONAU, Saturday, April 1L

FIRST CABIN........... \$100 | SECOND CABIN........................\$60

Return tickets at reduced rates. Prepaid Steerage Certificates, \$24. Steamers, sail from Pier between Second and Third-Sta, Hoboken, N. J.

OELEICHS & CO., 2 Bowling Green,

GUION LINE.

GELRICHS & CO., 2 Bowling Green.

GUION LINE.

UNITED STATES MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.

Leaving Fier 38, N. 8., foot of King, at.

Leaving Fier 38, N. 8., foot of King, at.

Leaving Fier 38, N. 8., foot of King, at.

Tuesday, April 10, 7a. m.

WISCONSIN.

Tuesday, April 12, 9-30 a. m.

ARIZONA.

Saturday, April 28, 9-30 a. m.

ABYSSINIA.

For These steamers are built of from in water-light compartments, and are furnished with every requisite to make the passage across the Ailantie ooth safe and agreeatile. having bath-room, smoking-room, drawing-room, plane and ilbrary; also experienced surgeon, stewardess and carrer on each steamer. The staterooms are all upper deck, thus lawing those greatest of all faxuries at sea, perfect ventilation and light.

Cabin passage (according to stateroom), \$60, \$50 and \$100; intermediate, \$40. Steerage at low rates.

OFFICE, NO. 29 BROADWAY. WILLIAMS & GUION,

NMAN ROYAL MAIL LINE STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.
SARDINIAN SATURDAY, April 7, 3p. m.
CITY OF RICHMOND. SATURDAY, April 28, 9 a. m.
CITY OF PARIS. THURDAY, April 28, 9 a. m.
CITY OF PARIS. THURDAY, April 28, 9 a. m.
CITY OF PARIS. SATURDAY, April 28, 9 a. m.
CITY OF PARIS. SATURDAY, April 28, 9 a. m.
CITY OF PARIS. SATURDAY, April 28, 9 a. m.
CABIN PASSAGE, 285, Propaid \$21.
From Pier 41, North River, toot of Leroy-st.
CABIN PASSAGE, 285, Propaid \$21.
For passage, &c. apply to the INMAN STEAMSHIP CO.
Limited, 31 and 33 Broadway, N. V.
Philadelphia Office, No. 105 South 4th st.

PACIFIC MAIL STEAMSHIP COMPANY'S
JAPAN, CHINA, NEW-ZEALAND, AUSTRALIA, CENTRAL and SOUTH AMBRICA and MEXICO
From New-York site foot Canalists, N. R.
For the istimus of Panasus.
COLON Salls Tuesday, April 10, noon.
Connecting for Central and South America and Mexica.
From San Francisco, 1st and Brannan sts.
O. & O. SS. ARABIC salls Tuesday, April 10, 2 p. m.
Excursion Tickets between San Francisco and Yokohama 15
appelial rates.

For HONOLULU, NEW ZEALAND and AUSTRALIA,
CITY OF SYDNEY sails Starrday, April 7, 25 m.,
of on arrival of London mails at San Francisco.
For freight, passage and general information, apply at Company's Office on the Pier Ioot Canalist, North River,
L.J. BULLAY, Superintendent. RED STAR LINE. For Antwerp and Paris.

Saling from New-York and Antwerp every Saturday.

NEDERLAND. Saturday, April 7, 5 p. m.,

Salinday, April 14, 11 a. m.,

Salonos, state-rooms, smoking and bath rooms amidships.

First calin, 500 and \$75; second cabin, \$55; excursion,

\$100; Steerage, \$20; prepaid, \$20; excursion, \$4350.

PETER WRIGHT & SONS, General Agents, 55 Broadway.

POYAL MAIL TO THE NETHERLANDS.

Steamers leave Co's pier, foot of Sussex.st., Jersey Cuv.

SS, ROTTERDAM:

SS, ROTTERDAM:

FOR AMSTERDAM:

SS, Stella, April 4, 3:30 p.m.s. Zasnidam, April 14, 9:30 a.m.

1st Cabin, \$70; 2d Cabin, \$50; Steerage, \$26; prenaid, \$20.

H. CAZAUX, General Agent 27 South Williamsst.

FUNCH, EDYE & CO.,

27 S, Williamsst., Freight Agta. 50 B way, Gen. Paes, Agt.

UNITED STATES AND GERMAN MAIL STATES AND GERMAN MAIL
STEAMERS.—Hamburg American Packet Company's
Line for PLYMOUTH (London), CHERBOURG (Paris),
and HAMBURG.
Westphaia. Thurs. April 7: WEILAND., Thurs. April 12;
SILESIA, Saturday, April 7: WEILAND., Thurs. April 19;
Rates (to Paris extrai: Firm Cabin, 8100; Second Cabin,
\$60, Steerage, \$30. First Cabin on Saturday Steamers, \$02
int \$70. Excursion rates greatly reduced. Send for "Tourists' Gazette."

WHITE STAR LINE.

VINITED STATES AND ROYAL MAIL STEAMERS FOR QUEENSTOWN AND LIVERPOOL.

NOTICE—The steamers of this line take the Lane Route recommended by Lieutenant Manry, U. S. N., on both the outward and homeward voyages.

BRITANNIC Capt, Perry. Thursday, April 5, 3 n. m. CELTIC, Capt, Parsoll. Thursday, April 12, 9:30 a. m. BALTIC Capt, Parsoll. Thursday, April 13, 3:00 n. M. GERMANIC, Capt, Jennings. Thursday, April 21, 3:00 n. m. FROM THE WHITE STAR DOCK, FOOT OF WEST 10TH ST.

These steamers are uniform in size and unsurpassed in appointments. The Saloons, Staterooms, Smoking and Bathrooms are placed amidiships, where the noise and motion are least felt, affording a degree of comfort hitherto unsatzanable at sea.

EATES. Saloon, \$60, \$50 and \$100. Return tickers on rastic, anothing a copies.

RATES, Saloon. \$60, \$80 and \$100. Return tickets on havorable term. Steerage from the Old Country, \$21; from New York, \$28.

These steamers carry neither cattle, sheep nor pigs. For inspection of plans and other information apply at the Company's offices, No. 57 Broadway, New York.

C. L. BARTLETT & CO., Agenta, Boston.

BARRITT & CATTEEL, Agents, Philadelphia.

Legal Notices.

A DVERTISEMENTS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE PTOWN OFFICES, No. 1,238 Broadway, corner Thirty-first-st., 208 West Twenty-third-st., corner English-ave, No. 92 East Fourteenth-st., corner Union-square, 760 Third-ave., corner Frety-seventh-st., at the HARLEM OFFICES, Nos. 1,00 and 2,300 Third-ave., corner One-hundred-and-twenty-fifth-st., up to 8 p. m., at regular office rates.

Nes. 1,00 and 2,300 Threlays, a the HARLEM OFFICES, twenty-fith-st, up to 5p, m, at regular office rates.

NEW-YORK SUPREME COURT.—THE PROPERS OF THE STATE OF NEW-YORK vs. THE KNICKERBOCKER LIFE INSURANCE COMPANY.—Notice is hereby given that, in pursuance of the judgment entered in this action on the 29th day of Docember, 1882, in the office of the derk of Schenectary County, and in conformity with the provisions of an order of the said Supreme Court, made in said action on the 8th day of January, 1883, and likewise entered in the office of the clerk of Schenectary County, 1, the underagued, Charles H. Russell, as the receiver of the said the Knickerbocker Life Insurance Company, to cated in the City of New-York, do hereby require all persons who have, or intend to assert any claim of any nature whatsoever, whether insed on any policy of life insurance or upon any other contract or liability of any kind, arginst the said the Knickerbocker Life Insurance Company, or against the Knickerbocker Life Insurance Company, or against the Knickerbocker Life Insurance company, or against the said the Knickerbocker Life Insurance company, or against the State of the said insurance company, or against the property or assets of the said insurance company, or against the said the Chip of New-York, on or before the 15th day of August, 1883, and thereby make themselves parties to the said tion; proof of the correctness of such claims to be made by the oath of the claimsnot or such other person as shall have knowledge of the facta.

And all persons hereby notified and required to exhibit their respective claims, who shall make default and fail so to do within the time prescribed for that purpose in said order, towith on or before the 15th day of August, 1883, will be precluded from all benefit of the decree made in this action, and from a participation in the distribution of the assets of the said Knickerbocker Life Insurance Company under said decree.—Dated New York, January 15, 1883.

Jan.24 laww300

forses and Carriages.

A DVERTISE ENTS FUR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICES, No. 1,238 Broadway, corner Thirty first st., until 6 p. m. and 3.8 West Twenty third-st. corner kighth ave., No. 2 East Fourteenth-st. corner Culon-square, 760 Third-ave., corner Cryt-avench-st.; at the HARLEM OFFICES, No. 1,007 and 2,300 Third-ave. corner One-hundred-and-twenty-fifth-st., up to 8 p. m., at regular of foor rates.

A GENTLEMAN'S TURNOUT FOR SALE, A consisting of bay horse 8 years old (sound and kind, can trot easily in 2:40), and alde-par buggy, nearly new, will be sold cheap for cash, or given in exchange for dismonds. Apply at stables, 482 Clermont-ave., Brooklyn, or of the owner, 479 Vanderbill-ave., Brooklyn.

FOR SALE.—Kentucky saddle horse, 6 years old, 15% haods, chestaut, long tail, stylish, fearless, kind, reliable and without blemish; good in single or double harness; a chance for obtaining an excellent beast at a fail price. Apply at N. Y. CLUB STABLE, 15 East 28th-st.

Botels.

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